20% of the registered capital or voting rights held directly or indirectly by foreign nationals other than those belong; ig to European Community cannot be granted licences to participate in the domestic telecommunication sector in France. Similarly, telecommunication services pertaining to telephone services between fixed points and telex services have been reserved for the public telecommunication operator — France Telecom only.

7. SINGAPORE

In Singapore, foreign participation in basic telecom services is not permitted at present. In the Value Added Services, there is no foreign participation restriction and each case is "considered on case by case basis.

8. VIETNAM

In the area of domestic telecommunication services in Vietnam, foreign equity participation is not permitted. Involvement of foreign companies in the form of contractual business cooperation without equity participation is allowed. For manufacture of telecommunication equipment equity participation of upto 99% (but in practice only upto 70%) is permitted.

Drop in the Number of Sub-Urban Railway Passengers

2188. SHRI JAGIR SINGH DARD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a drop in the sub-urban railway passenger kilometers as well as the number of suburban passengers;

(b) if so, what is the position for the last three years; and

(c) what is being done to improve this position?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There is no decline in Suburban Passenger Kilometres and as well as in Suburban Passengers.

' (b) Position for the last three years of Suburban Passenger traffic and Passenger kilometres is as under:—

(In millions)

Year	Passenger Originating	Passenger Kilometres
1992-93	2282 2302	60448 63045
1993-94	2392 (Prov.)	66202 (Prov.)

(c) More booking windows have been opened. Additional Self Printing Ticket machines are being installed to enable speedy issue of tickets.

Norms for Electrification of Railway Stations

2189. MISS SAROJ KHAPARDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have fixed any norms for the railway stations in the country to be eligible for electrification;

(b) if so, what are the details thereof;

(c) whether all railway stations in Maharashtra who fulfil the eligibility norms have been electrified;

(d) if so, the details of the stations so electrified and if not, which eligible stations have so far not been electrified with reasons therefore; and

(e) by when all the eligible railway stations in Maharashtra will be electrified;

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) The norms for electrification of railway stations have recently been revised and are as under:—

1. All the regular/flag stations where electricity from State Electricity Boards is available within 1 km. should be provided with electricity.
2. Halt stations should be provided with electricity only if power supply is available within 1 km. and a pair of trains stop at night.
3. The regular/flag/halt stations where electricity from State Electricity Board is not available within a distance of 1 km. and there is no
x possibility of power supply being available nearby in foreseeable future but a pair of trains halt during the night may be considered for provision of electricity through solar power.
4. However, regular/flag/halt stations which are not manned round the clock by railway staff specifically posted at these stations need not be considered for electrification till such time the status changes, in consideration of likely losses of Railway property through theft etc.

(c) No, Sir.

(d) The policy indicated in (b) above has come into force recently. As per this policy as on date seven railway stations have become eligible for electrifications; these are Ambica Rohina halt, Murti halt, Pokharni Narasimha halt, Banpipala halt, Ukhali halt, Manegaon halt and Patrad halt. One more station viz. Bhandewadi which was eligible for electrification as per earlier norms has already been taken up for electrification which is expected to be completed by 31.3.1996.

(e) The above seven stations which - are eligible for electrification as at present have been planned to be taken up for electrification during 1996-97.

Reduction in Travelling Fares on Suburban Railway

2190. SMT. BASANTI SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a demand from the commuters associations that the travelling fares on the suburban railway system should be reduced and brought at par with the bus fares;

(b) if so, the decision taken by Government in this regard; and

(c) what steps are being taken to provide better passenger services at a reasonable passenger fare?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) It is not proposed to reduce fares on suburban railway system since these are already below cost. It is not possible to keep them on par with bus fare because railway fares are uniform all over the country while bus fares very from region to region.

J (c) It is railways' constant endeavour to improve passenger services by providing adequate accommodation, improving punctuality and passenger amenities like improved and computer reservation systems, self printing ticketing machines, cleanlines of stations and coaches, provision of drinking water and catering facilities, etc.

Project Undertaken by TC1L

2191. DR. MURLI MANOHAR JOSHI:
SHRI TRILOKI NATH CHATURVEDI:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) what is the value of the project undertaken by the Telecommunications Consultants India Ltd. for Post and Telecommunications Corporation in Zimbabwe and whether the same has been sub-contracted by TCIL and if so, the details of the Company and the amount;

(b) the details of the persons and contractual conditions of the Computer